What Is Claimed Is:

1. A safety system (100; 100'; 100"), in particular an accident avoidance system, for a means of transportation, a motor vehicle in particular, having at least one steering system and at least one brake system, comprising

- at least one detection unit (10) for detecting internal and external conditions, for example, vehicle parameters and the vehicle environment, as well as

- at least one evaluation unit (20; 20')

-- for compiling (22) the conditions detected by the detection unit (10) in the form of data and information and

-- for evaluating (24) the detected conditions, i.e. the data and information, with respect to the particular hazard potential,

wherein

- the evaluation unit (20) determines (26) from the data and information at least one driving variation, in particular at least one avoidance trajectory and/or at least one automatic emergency braking (AEB) action and

- when or after the operator of the means of transportation initiates (L) a driving maneuver, in particular an avoidance maneuver or an emergency braking maneuver, the safety system (100, 100"), in particular the evaluation unit (20) specifies, supports and/or suggests (30) this driving maneuver in an optimized form, in particular in the form of an optimal avoidance trajectory or in the form of an automatic emergency braking (AEB).

2. The safety system as recited in Claim 1,

wherein the steering system informs (40) the operator of the means of transportation of the optimal avoidance trajectory

- in the form of an induced or applied steering torque and/or

- in the form of at least one haptic signal, in particular at least one oscillation or at least one vibration, and/or

- applies it in the form of an induced additional steering angle, for example by superimposed steering.

3. The safety system as recited in Claim 1 or 2,

wherein in the event of danger, in particular in the event of a high risk of collision, the evaluation unit (20) sends

- at least one acoustic, haptic and/or visual warning and/or
- triggers an automatic emergency braking (AEB) (50) if no other driving variation, in particular no avoidance trajectory, is available.

4. The safety system (100; 100") as recited in at least one of Claims 1 through 3 or the safety system (100') as recited in the preamble of Claim 1,
wherein in the event of danger, in particular in the event of a high risk of collision, the safety system (100; 100'; 100"), in particular the evaluation unit (20; 20'),
parameterizes, prepares and/or activates (60)
- the steering system, the brake system and/or
- the chassis of the means of transportation
so that the handling characteristics of the means of transportation are optimized for a driving maneuver to be performed by the operator of the means of transportation, in particular an avoidance maneuver or an emergency braking maneuver.

5. A method for increasing safety, in particular for avoiding accidents in road traffic,
[i] internal and external conditions, for example, parameters and the environment of a means of transportation, in particular a motor vehicle, being detected (10),
[ii.a] the detected conditions being compiled (22) in the form of data and information and
[ii.b] the detected conditions, i.e., the data and information, being evaluated (24) with respect to the particular hazard potential,
wherein
[ii.c] at least one driving variation, in particular at least one avoidance trajectory and/or at least one automatic emergency braking (AEB) action is determined (26) from the data and information and
[iii] during or after a driving maneuver, in particular an avoidance maneuver or an emergency braking maneuver is or was initiated (L) by the operator of the means of transportation, this driving maneuver is specified, supported and/or suggested (30) in optimized form, in particular in the form of an avoidance trajectory or automatic emergency braking (AEB).

6. The method as recited in Claim 5,
wherein the operator of the means of transportation is informed (40) of the optimal avoidance trajectory

- in the form of an induced or applied steering torque and/or
- in the form of at least one haptic signal, in particular at least one oscillation or at least one vibration, and/or
- it is applied in the form of an induced additional steering angle, for example by superimposed steering.

7. The method as recited in Claim 5 or 6,
wherein in the event of danger, in particular in the event of a high risk of collision,
- at least one acoustic, haptic and/or visual warning signal is emitted and/or
- an automatic emergency braking (AEB) is triggered (50) if no other driving variation, in particular no avoidance trajectory, is available.

8. The method as recited in at least one of Claims 5 through 7,
wherein in the event of danger, for example, the occurrence of an obstacle on the regular road surface, at least one avoidance trajectory is calculated (26) and/or is suggested,
- both for a driving maneuver, in particular for an avoidance variation to the left
- as well as for a driving maneuver, in particular for an avoidance variation to the right
which is optimal for the momentary situation.

9. The method as recited in at least one of Claims 5 through 8 or in the preamble of Claim 5,
wherein in the event of danger, in particular in the event of a high risk of collision,
- the steering system of the means of transportation, the brake system of the means of transportation and/or
- the chassis of the means of transportation
are parameterized, prepared and/or activated (60) so that the handling characteristics of the means of transportation are optimized for a driving maneuver to be performed by the operator of the means of transportation, in particular an avoidance maneuver or an emergency braking maneuver.

10. The use of at least one safety system (100; 100'; 100") as recited in at least one of Claims 1 through 4 and/or a method as recited in at least one of Claims 5 through 9 in at least one driver assist system for increasing safety, in particular for avoiding accidents, in road traffic.